

(d) *Ditching emergency exits for passengers.* If certification with ditching provisions is requested, ditching emergency exits must be provided in accordance with the following requirements and must be proven by test, demonstration, or analysis unless the emergency exits required by paragraph (b) of this section already meet these requirements.

(1) For rotorcraft that have a passenger seating configuration, excluding pilots seats, of nine seats or less, one exit above the waterline in each side of the rotorcraft, meeting at least the dimensions of a Type IV exit.

(2) For rotorcraft that have a passenger seating configuration, excluding pilots seats, of 10 seats or more, one exit above the waterline in a side of the rotorcraft meeting at least the dimensions of a Type III exit, for each unit (or part of a unit) of 35 passenger seats, but no less than two such exits in the passenger cabin, with one on each side of the rotorcraft. However, where it has been shown through analysis, ditching demonstrations, or any other tests found necessary by the Administrator, that the evacuation capability of the rotorcraft during ditching is improved by the use of larger exits, or by other means, the passenger seat to exit ratio may be increased.

(3) Flotation devices, whether stowed or deployed, may not interfere with or obstruct the exits.

(e) *Ramp exits.* One Type I exit only, or one Type II exit only, that is required in the side of the fuselage under paragraph (b) of this section, may be installed instead in the ramp of floor ramp rotorcraft if—

(1) Its installation in the side of the fuselage is impractical; and

(2) Its installation in the ramp meets § 29.813.

(f) *Tests.* The proper functioning of each emergency exit must be shown by test.

[Amdt. 29-3, 33 FR 968, Jan. 26, 1968, as amended by Amdt. 29-12, 41 FR 55472, Dec. 20, 1976; Amdt. 27-26, 55 FR 8004, Mar. 6, 1990]

§ 29.809 Emergency exit arrangement.

(a) Each emergency exit must consist of a movable door or hatch in the external walls of the fuselage and must

provide an unobstructed opening to the outside.

(b) Each emergency exit must be openable from the inside and from the outside.

(c) The means of opening each emergency exit must be simple and obvious and may not require exceptional effort.

(d) There must be means for locking each emergency exit and for preventing opening in flight inadvertently or as a result of mechanical failure.

(e) There must be means to minimize the probability of the jamming of any emergency exit in a minor crash landing as a result of fuselage deformation under the ultimate inertial forces in § 29.783(d).

(f) Except as provided in paragraph (h) of this section, each land-based rotorcraft emergency exit must have an approved slide as stated in paragraph (g) of this section, or its equivalent, to assist occupants in descending to the ground from each floor level exit and an approved rope, or its equivalent, for all other exits, if the exit threshold is more than 6 feet above the ground—

(1) With the rotorcraft on the ground and with the landing gear extended;

(2) With one or more legs or part of the landing gear collapsed, broken, or not extended; and

(3) With the rotorcraft resting on its side, if required by § 29.803(d).

(g) The slide for each passenger emergency exit must be a self-supporting slide or equivalent, and must be designed to meet the following requirements:

(1) It must be automatically deployed, and deployment must begin during the interval between the time the exit opening means is actuated from inside the rotorcraft and the time the exit is fully opened. However, each passenger emergency exit which is also a passenger entrance door or a service door must be provided with means to prevent deployment of the slide when the exit is opened from either the inside or the outside under non-emergency conditions for normal use.

(2) It must be automatically erected within 10 seconds after deployment is begun.

(3) It must be of such length after full deployment that the lower end is self-supporting on the ground and provides

safe evacuation of occupants to the ground after collapse of one or more legs or part of the landing gear.

(4) It must have the capability, in 25-knot winds directed from the most critical angle, to deploy and, with the assistance of only one person, to remain usable after full deployment to evacuate occupants safely to the ground.

(5) Each slide installation must be qualified by five consecutive deployment and inflation tests conducted (per exit) without failure, and at least three tests of each such five-test series must be conducted using a single representative sample of the device. The sample devices must be deployed and inflated by the system's primary means after being subjected to the inertia forces specified in § 29.561(b). If any part of the system fails or does not function properly during the required tests, the cause of the failure or malfunction must be corrected by positive means and after that, the full series of five consecutive deployment and inflation tests must be conducted without failure.

(h) For rotorcraft having 30 or fewer passenger seats and having an exit threshold more than 6 feet above the ground, a rope or other assist means may be used in place of the slide specified in paragraph (f) of this section, provided an evacuation demonstration is accomplished as prescribed in § 29.803(d) or (e).

(i) If a rope, with its attachment, is used for compliance with paragraph (f), (g), or (h) of this section, it must—

(1) Withstand a 400-pound static load; and

(2) Attach to the fuselage structure at or above the top of the emergency exit opening, or at another approved location if the stowed rope would reduce the pilot's view in flight.

[Amdt. 29–3, 33 FR 968, Jan. 26, 1968, as amended by Amdt. 29–29, 54 FR 47321, Nov. 13, 1989; Amdt. 27–26, 55 FR 8004, Mar. 6, 1990]

§ 29.811 Emergency exit marking.

(a) Each passenger emergency exit, its means of access, and its means of opening must be conspicuously marked for the guidance of occupants using the exits in daylight or in the dark. Such markings must be designed to remain

visible for rotorcraft equipped for overwater flights if the rotorcraft is capsized and the cabin is submerged.

(b) The identity and location of each passenger emergency exit must be recognizable from a distance equal to the width of the cabin.

(c) The location of each passenger emergency exit must be indicated by a sign visible to occupants approaching along the main passenger aisle. There must be a locating sign—

(1) Next to or above the aisle near each floor emergency exit, except that one sign may serve two exits if both exits can be seen readily from that sign; and

(2) On each bulkhead or divider that prevents fore and aft vision along the passenger cabin, to indicate emergency exits beyond and obscured by it, except that if this is not possible the sign may be placed at another appropriate location.

(d) Each passenger emergency exit marking and each locating sign must have white letters 1 inch high on a red background 2 inches high, be self or electrically illuminated, and have a minimum luminescence (brightness) of at least 160 microlamberts. The colors may be reversed if this will increase the emergency illumination of the passenger compartment.

(e) The location of each passenger emergency exit operating handle and instructions for opening must be shown—

(1) For each emergency exit, by a marking on or near the exit that is readable from a distance of 30 inches; and

(2) For each Type I or Type II emergency exit with a locking mechanism released by rotary motion of the handle, by—

(i) A red arrow, with a shaft at least three-fourths inch wide and a head twice the width of the shaft, extending along at least 70 degrees of arc at a radius approximately equal to three-fourths of the handle length; and

(ii) The word “open” in red letters 1 inch high, placed horizontally near the head of the arrow.

(f) Each emergency exit, and its means of opening, must be marked on the outside of the rotorcraft. In addition, the following apply: